Imperial Resolution After Matrimony and Head of the Empire as Head of the House.

relogical Divination and Foreign Dip Duty-The Flag of the Nation To Be Uniform as a Naval Ensign-France and Busin on the Audience Question.

The Emperor of China being duty and solemnly narried, preparations are on foot for his formal scent of the throne and his assumption of the emperial power. The Empress Dowager (the Reart astrologers to choose an auspicious day for bis great event.

made as follows:-

His Majesty the Emperor was called to occupy the throne while yet a child, and at a time when the affairs of the Empire were in a very critical condition; and it being indispensable that the Frinces and Ministers should bring the affairs of the State before the throne, we, the Empresses, yielded to the solicitations of the Court Ministers and assumed the regency, at the same time notifying that when his Majesty came of age the reins of government would be handed over to him. For the last eleven years we have, early and late, with much fear and trembling, earnestly striven to discharge the duties thus imposed on us. His Macharge the duties thus imposed on the reins of age, it is right that he should assume the reins of government, and with the assistance of his Ministers, Court and provincial, control the affairs of the Empire, and thus discharge the sacred trust handed down to him by his late Majesty (Henfeng). The Astronomical Board is therefore ordered to select a propitious day in the first moon of next year, on which His Majesty may formally ascend the throne (or assume control). The ceremonies and rites to be observed on the occasion must be settled by the Grand Council, Grand Secretaries and Board officials, and reported to the throne.

A NEW PRA IN DIPLOMACY may, therefore, conclude that some time ext February, the regency will cease and the Emperor will ascend the throne. As soon as this the different foreign representatives will ave a little work to do, for the audience question have a little work to do, for the audience question has to be raised, and I have been given to understand that both France and Russia, at least, will insist upon the concession of the right of audience being made by the Chinese. Indountedly there will be considerable opposition to overcome before this concession will be made, but I am inclined to believe that if the so-called "combination policy" is adhered to China will ultimately have to give way.

THE PLAG THAT BRAVED A THOUSAND YEARS.

On the 1st of the present month a new imperial maval flag was adopted by the Chinese government, which fact has been noutlied to all Chinese officials and foreign Ministers. The new flag is of a triangular shape, made of bunting, of a deep yellow color, with a blue dragon courant in the centre. It is to be borne by all Chinese war vessels and the object of the change is to make the flags carried by men-ol-war uniform. Hitherto war vessels have carried the flag of the province to which they belong, and consequently the Chinese navy had about a dozen different ensigns. This is henceforth to be done away with and the navy is to be gentralized not only in appearance but in reality.

The Grand Duke Alexis' Preparation for Return to Russia-Relations With Corea-The Educational Missions in srope and America-Imperial Diplomacy in Washington and Its Results— Consular Commissions.

Wednesday next the imperial Russian flect is to leave Yokohama for Hakodadi and thence proed to Vladivostock. Here the Grand Duke and he Admiral will leave the vessels and proceed

tians will receive her orders there and roceed home either via America or the Cape of Hope. All the officers are in favor of going way of America in consequence of the good es they experienced there last Winter. One of Although the neet had been spoiled in America.

Although they have received unusual kindness everywhere their reception in America was so hearty and generous every other place they have visited seems tame to them. The Prince himself retains a lively recollection of his treatment in America. He says he could not have been better treated in his own country after a long absence, even if he were the most beloved ruler of the Russians.

Hanabar's mission to the Coreans, on behalf of the Sapanese government, has proved an entire success. There is not the slightest probability of any hostilities being engaged in. The mercantile accounts between the ex-Balmio of Tsushims and the Coreans taken over by the government have been satisactorily adjusted, and a sum of money being found due to Japan, it has been paid by the Coreans. The Japanese mission was most kindly received in the Corea, and the fleet has returned to Japan.

by the Corean. The Japanese mission was most kindly received in the Corea, and the fleet has returned to Japan.

While writing this I received a private message from Jedgo to the effect that the statement as to the success of the mission is false—that the Commissioner was selzed in Corea; but whether he has mince been set free the writer does not know. The Becretary of War has been called upon for a statement as to the condition of the army and how smany men are immediately available. The Secretary of the Navy has been ordered to get every available vessel in readiness, and the Treasury Department has been called upon for a statement of the finances.

partment has been called upon for a statement of the finances.

This looks like business, and, in my opinion, war between the two countries is inevitable.

ONSULAR SERVICE ALLOWED.

Mr. Nakayama has been appointed Consul General to the United States, to reside at San Francisco, wice C. Walcot Brooks, now at that port. A Consul General has also been appointed for Italy, also a Consul for Naples. Ministers and Consuls will shortly be appointed to proceed to all the treaty Powers.

Simples, and the second of the

STREET ACCIDENTS.

lady, thirty-two years of age, named Ann McGuire, and who resided at 415 West Thirty-second street, yesterday fell at the corner of Forty She was taken to the Fourteenth precinct station house, where she was attended by Dr. Shaw, of the Ambulance Corps, and was afterward conveyed to Relievas Housital.

delievae Hospital.

At Six o'clock last evening Alexander Ray, aged into Fears, and residing at 206 Wooster street, felt in Vanuam street, and fractured his leg. He was taken to Believue Hospital by Dr. Shaw in an ambulance. ambulance.
At ten o'clock P. M. Johanna Noile, who is twenty-firze years of age, and resides at 186 Forsyth
street, fell in Rivington street and broke her leg.
She was taken home by Omcer Westervelt.

The body of William Cronin, thirty-five years of age, and born in Ireland, at twelve o'clock on Thesday night was found lying in the hallway of the premises No. 1 James slip and taken to the Fourth precinet station house, where an inquest will be held by Coroner Young. The residence of deceased did not transpire

IS IT PRIAM'S TROY!

Admirer of Schliemann.

To the Editor of the Herald:—
Seeing that, with the old Herald purpose of chiarging the former narrow bounds of journalism, you are not afraid to give us anything interesting to the intelligence of the time—net afraid, in eact, of discussing any sort of mystery, academic or otherwise, whether of the Gnostics, the many-headed Nils or the splendid mirage of Troy—I venture to offer you a few observations on the latter theme, which has been so cariously explored by your correspondent, the learned and enterprising Dr. Schliemann, in your journal of Saturday.

I mean, of course, after the usual manner of critics, to cavil a little, and I therefore dissent from the Doctor's conclusions respecting Troy itself—the royal Troy mentioned in the Homeric poem. That city was certainly a thing "that never was nor no one ever saw," and the sleep of Troy is a fact and date as much given up by the

never was nor ne one ever saw," and the slegge of Troy is a fact and date as much given up by the critics of history as the list of the Pictish kings or the wars of King Arthur in our ewn mother tongue. No great stone-built city of that age—900 B. G., or thereabouts—could have so completely vanished from the face of the earth that the early Greek historians could not find any trace of it, or of the especial people called Trojans. They spoke of a town on that site; but Strabo says Greeks, about 600 B. C. It is probable Dr. Schlle-mann has found some traces of that; but he should not have spoken so confidently of the Homeric city. He might have remembered the crowd of critics who have refuted or disputed those old classic ideas and beliefs. Jacob Bryant—one who had less faith in the Homeric story than his namesace, the dest homeric translator of our time—shows that Troy was the dream of a poet or of many poets; and Gilbert Wakefield and others have followed on the same side. So that while praising the enthusiasm of Dr. Schliemann, any one may see that he lessens his own merit by trying to show that his walls and other remnants on that site belonged to the city of Priam and Hector.

that site belonged to the tay of the tot.

No doubt it was, and will be still, rather disconcerting to be told that there was no such Troy as the Homeric bards described. It was so to Lord Byron, who said:

I stood upon Achilles' tomb

And heard Troy doubted; time will doubt of Rome—

the Homeric bards described. It was so to Lord Byron, who said:—

I stood upon Achilles' tomb

And heard Troy doubted; time will doubt of Rome—
this last hemistich being a non sequitur and mere poetry. But the "wind-swept llium" was really no more than Carleon-upon-Usk, or the Ceylonese Lanks, or the Bern of the Nidungs. The name was one of the names of that ancient thing, the "cave-temple," which Moses, the Magi, the Druids and all the other civilizers tried to slur over and smother under new narratives of versions of things. Troy was a significant and general old name—the Dura of the Euphrates, the Tara of Meath, the Davira of Loch Foyle, the Derg of Ormond, the Daire of the Mikado of Japan—that is, a sacred enclosure, a Pergamos, an Arx, a Birs, a tower, a palace home, a temple. The word is used for "dwelling" by the Spanish gypsies and the Berbers (Dara), which is the same in the Hebrew, it had originally the meaning of "abomination," though the meaning was natural enough—that of progeny, &c. But the civilizers, as I have said, did not like it, and they made a variety of popular stories in prose and verse to obliterate the strong instinctive legends and formulas of the early races.

To make a long story short, it would say that "the tale of Troy divine" was originally meant for such a purpose, for the benefit of the "base Phrygnan Turk." The mona Geoffrey of Monmouth wrote his history of the Breton, to the same end. The word Arthur has in it the term Troy, and actually means "cave-temple" in Ceitic speech. So Arthur was to be remembered by those obstinate Welsh pagans as a king, and nothing else. Winnyver, the thing's wife, meant precisely the same disagreeable thing—"cave-temple." All the legends of men are full of these double meanings. As for Ilion, it meant in Phrygis what it meant in the Irish Chuan, the Welsh Lan and the German Kotn—a cave-temple first, and then a building of the later church kind. The same is to be said of Ilios. A shrewd free the ground was man."

But while if attention to themselve

ideas.

But while I freely express my opinions in this way on such a debatable subject, I must still admire the energy of the learned and cosmopolite Dr. Schilemann, and I hope some of those rich people who love the science of ilterature will help him to go on with his excavations. Even if he cannot find the "black bow!" or tankard of Priam, or the hand mirror "that sparkled for Helen," or discover the Scean sally-port of Hector, he will be sure to the accan sair-port of mector, he will be sure to unearth something nearly as good in the rubbish of those Phrygians who, in the ages succeeding the period of the postic Troy, set up their dwellings on the hill ridges overlooking the level of the Troad. BROOKLYN. W. D.

A Believer in Homer's Story.

TO THE EDITOR OF THE HERALD:-Referring to the letter from Dr. Schliemann, describing his researches and discoveries at the site of Novum Ilium, published in your issue of the 21st inst., it may be well to point out the manifest error of Dr. Schliemann and others before him in taking this site to be that of the ancient and Homeric

This theory was refuted by Demetrius of Scepsis who is quoted by Strabo in his description of the Troad. The main and insuperable objection to it is the distance of Novum Ilium from the shore of the Hellespont. The distance at the present day is about two and a half miles; but Strabo mentions (Book xifi.) that the alievium brought down by the (Sook XII.) that the slivium brought down by the Scamander had extended from the Trojan war to his time over a distance of six stadia—nearly three-quarters of a mile. Deducing, therefore, from these data the rate of increase of the alluvial deposit, we shall not be far wrong in supposing an increase from the Trojan war to the present day of

What is now the lower part of the Trojan Plain

What is now the lower part of the Trojan Plain was, therefore, at the time of the Trojan war a bay. If then, from the present coast line we measure inland this distance of one and seventh-eighths miles, we shall be brought to the ancient shore line, the head of the bay, upon which the Greeks dragged up their ships and formed their camp.

The average of the estimates made by ancient writers of the number of the Greek army is 110,000, and Homer tells us that the number of ships was 1,186. The ships, he says, were drawn up "in rows, one behind the other, and filled the wide mouth of the entire abore as much as the promontories enclosed." Such was the width of promontories enclosed." Such was the width of the camp; its depth—that is to say, the distance the camp; its depta—that is to say, the distance from the shore to the defensive wall erected by the Greeks before their ships—cannot have been less five-eighths of a mile. Adding this distance to the alluvial increase we shall arrive at a point two and a hair miles from the present coast line; but we have already seen that this is the distance of Novum lium from the shore; therefore the Greek defensive wall was close up against the walls of the city they were besieging—a reductio ad absurdam.

defensive wall was close up against the walls of the city they were besieging—a reductio ad absurdam.

We know there was a considerable stretch of plain (actually about six miles) between the hostile camp and the besieged city, which was the battle-field of the heroes. In this plain were fought the four separate pitched battles described in the liisad—battles of extensive manneavres and of alternate advance and retreat, in which charlots took a censpicuous part. Hector, wounded by Alax in the third battle, is carried back to the ford of the Scamander, midway between Troy and the camp, in his charlot. Priam makes the journey from the city to the camp to beg the body of his son in his charlot, and stops on the road to water his horses and mules in the river. Again, at the end of the second battle, the victorious Trojans do not retire at nightfall to the city, but encamp in the plain between the ships and the river. But it is nacless to multiply the proofs of a wide extent of plain between the Grecian camp and the city; the most careless reader of the Iliad would at once recognize the fact.

The reason adduced seems to me to be quite sufficient to explode the theory of Dr. Schillemann without bringing forward many others almost as cogent. Among them, however, may be mentioned the identification beyond all doubt of the remarkable springs of Bounarbaschi with the hot and cold "fountains of Scamander" so often mentioned in the Iliad. These springs are four miles from the site of Novum Ilium, and yet we know that Hector was slain by Achilles close to them and beneatt the walls of the city.

If the Iliad be read with careful reference to the topography of the Trojan Plain and to the strategical movements of the contending armies, the precise position of Ilium becomes an absolute cer-

Mandut, Habm and others, is the hill behind the village of Bounarbaschi, at the very head of the Plain.

The remains discovered by Dr. Schliemann are, without doubt, highly interesting, and may setually be the work of Trojan hands, but not of the immortal Trojane who resisted the Greek invasion. When the city fell it was destroyed to its foundations and most of its defenders put to the sword. Among the servivors was Aneas, and he is distinctly mentioned as having succeeded to the perished dynasty of Priam, transmitting his receptre to his children's children.

For 650 centuries after the war history makes no allusion to the city, and but scenty mention of the region of Troy. In B. G. 534 we find Alexander the Great, on his way to empire in the East, steering his vessel into the port of Achaeans, and proceeding to Novum Himm, then a mere village, with a small and plain temple of Minerva. Here he was received with all honors by the schabitants, and, continues Strabo:—"After his victory at the Granisms, came up and decorated the temple with afternings, gave it the title of city, and ordered those who had the management of such things to improve it with new buildings. After the death of Alexander it was Lysimsachus (one of his generals) who took the greatest interest in the welfare of the place, built a temple and surrounded the city with a wall of about forty stadia in extent."

If any of the remains Dr. Schliemann has discovered be older than the times of Lysimachus and Alexander we must refer them to unknown buildings ders during the 850 years between those times and the Trojan War—perhaps to those very descendants of «Eneas who remained in the country after the war, and who, abaudoning the ancient site, chose that of Novium lium for their new city. But in no case can those rums be the remains of "Secred Troy," the Troy of Priam and Hector.

NEW YORE, Dec. 23, 1872.

NAVAL INTELLIGENCE

The Present Aspect of Brooklyn Navy

The Navy Yard at this time presents unusual activity by comparison with the past sixty days of absolute quietness; indeed, it is not over thirty days since some of the witty discharged workmen placarded it "For sale." The fact is it has been nearly closed (as to the amount of work performed), and the feeling conveyed to one visit-ing it has been that of nothing to do and plenty of time in which to do it, or all "bosses" and no work-men, but within the past ten days things have been time in which to do it, or all "bosses" and no workmen, but within the past ten days things have been enlivened up. Orders from Washington being received to get ready immediately the storeships Supply and Guard, the Department of Construction was stirred up to activity, and caulkers and painters enjoy, at least, the hope of employment for two weeks or longer. The Equipment Department also received a pleasant galvanic shock of something to do, and the riggers and sailmakers have been again employed, thus causing great hopes and expectations that they may be able to get through a portion of the hard Winter before them, and not be idle at the very time when work is most desirable.

The storeship Guard will be ready by January 26. The former is the largest storeship in the United States Navy, being 925 tons, and is in good condition for the service intended. The Supply is taird in size on the storeship sit, being only 547 tons. The crews of these two vessels are being collected on board the United States recruiting ship Vermont, and will all be ready before the vessels are. Already the officers are being ordered, and, I am told, the applications for duty on these vessels are stored the requirements. Perhaps the secret is the popularity of the station these vessels are stated, it is evident to the casual observer that the other portion of the Navy Yard is very quiet. The United States sloop-of-war Portsmouth, Commander Skerritt, has left the Navy Yard and gone to the anchorage off the Battery, where, after taking in powder, she will proceed to the compass station, in the Lower Bay, and after adjusting her compasses proceed upon her voyage to the Pacific, via Rio Janero and Cape Horn.

The work upon the United States steam sloop-of-war Swatara progresses at a very slow rate; indeed it may be said to have almost ceased. This vessel is to be new, the former one of her name having been broken up, being completely rotten; and to properly carry out the spirit of repairs to vessel is to be new, the former one of her name h

Asiatic Fleet-Boat Races and Ship Victories.

The United States steamer Colorado arrived here from Shanghae on the morning of the 2d inst. She left her anchorage at Wasung, twelve miles the mouth of the Yangtsi on the morning of the 29th. She reports having had a strong Northeast gale and rough weather all the way down. She could have ran in on the morning of the 1st, thus making one of the quickest runs on record; but the weather had been very thick for two days, so

making one of the quickest runs on record; but the weather had been very thick for two days, so on arriving of Hong Kong on the evening of the 31st it was deemed safer to stand out to sea during the night and run in next day. She made twelve knots an hour, running under close-reefed topsalls, showing herself a No. 1 saller when well handled.

The Alaska left Wasung for home, via Cape Town, on the 22d of October, amid the usual firing of salutes, display of bunting, music by the band, cheers of comrades on the other ships, &c. The whole American fleet had assambled at Wasung just before she salled, except the Saco, which was undergoing repairs at Shanghae, and the Ashuelot, stationed at Then-tsin for the Winter.

The Alaska, Colorado, Monocacy and Palos were there; also the Iroquois and Lackawana, lately arrived from home. The Lackawana son followed the Colorado down, and is here now. It is understood that they sail together for Singapore about the 18th, where Resr Admiral Jenkins will transfer his flag to the Hartiord. The Colorado will sail for home, via Cape Town, about the 1st of December. The Iroquois and Saco will stay some time at Shanghae. The Monocacy will go up the Yangtis to Han-Kow. Admiral Jenkins will go up to Canton to-morrow, accompanied by his stan and Captain Shirley, of the Lackawana, to pay an official visit to the Viceroy of the district. Soon after his return it is expected that the Colorado will sail for Singapore, and we will see the last of that noble old ship in these waters. The galiant crew of the Admiral's barge, the Daring, won the champion-sup of the Asiatic station soon after her arrival at Singapore in August, 1870, in a well contested race with the Delaware's boat, which heid it at the time. They have retained it against all comers ever since, except for a few months, when it was won and held a short time by an outside built boat belonging to the Alaska. There is every prespect now that this gallant crew will retain it to the end of their cruise, and when the homeward bound penn

of the neet is fully as good as the average at the date of this writing.

EXTRAORDINARY PHENOMENON.—On Saturday a most remarkable phenomenon occurred at King's Sutton, near Banbury, by which a man had a narrow escape—no less than seventeen trees were torn up by the roots, thirty-six more or less injured, and 116 yards of stone wall thrown down. About one o'clock in the day the people in the neighborhood saw something in the shape of a haycock and of great size revolving through the air. It was accompanied by fire and a great deal of smoke, and sometimes was seen high in the air and at others near the ground. It made a great neise, something like a railway train travelling, and progressed with great rapidity. It passed over the estates of Colonel North, M. P., Sir William Brown, Bart., and Mr. Lesite Meiville Cartwright, sixty-one yards of whose park wall at one piace has been thrown down from the foundation. It tore up one of the largest beech trees on Sir William Brown's estate, and the branches were carried about in all directions. A man named Adams, who was breaking stones on the road, says he heard a great noise, as if a railway train were coming up. There was a dense smoke, and a tree that he had been standing under a minute before was torn up. There was a dense smoke, and a tree that he had been standing under a minute before was torn up. There was a heavy rain at the time and a few minutes before a vjvid flash of lightning. For a mile and a half there are traces of the destruction caused by the phenomenon, and it seems to have travelled aimost in a straight line from south to north. It was followed by a whirlwind that swept everything before it, and a pond it passed was dried up, stoges carried a distance of forty yards and railings knocked down. Firghtened cattle ran about the delas, many of which are strewn with the branches of the trees struck. The people were greatly alarmed—some of them say the noise was ferrifie—and they thought the earth was about to open and swallow everything up. After travellin

Kamehameha the Pitth, King of the Bandwich Islands.

His Majesty Kamebameha the Pifth, King of the Sandwich Islands, died in Honolulu on the 11th inst. in the forty-first year of his age. The news, which reached us from San Francisco last night by telegraph, does not state the nature of his illness or the circumstances which attended his demise. The event is an important one, not withstanding, as its occurrence creates an insular interregnum, the King not having named his successor as he was required by the constitution to do, during which the people will be supreme. A threne may thus be sweptaway. The Hawaiian Parliament will reassemble in session on the 5th of January, 1873. reassemble in session on the 8th of January, 1878. It is thought that the Legislature will nominate a It is thought that the Legislature will nominate a successor to the dead royalist; but, on the other hand, the Honolulu Gazette promulgates the idea of a popular movement for the purpose of securing a free constitution, and a revolution is expected, despite the concurrent fact that the country remained peaceable when the Herald despatch was forwarded.

EKETCH OF HIS MAJESTY'S LIPE AND GOVERNMENTAL POLICY.

King Kamehameha V. (pronounced Ka-maiamaia) succeeded his brother, the late King and
husband of Queen Emma, of the Sandwich Islands,
on November 30, 1863, being then thirty-one years
old. Since his accession he has exhibited considerable ability, judgment and firmness. One of
the first acts of his reign was to retuse to take the
oast to the existing constitution, and by a peaceful
coup of the democratic one established by his
unce, Kamehameha III. In the reign influence of the
revolution in the politics of the Sandwich Islands
time brought about uner British influence is very
interesting. By the articles of the constitution given to the people in 1852 by Kamehameha III. It was incumbent on the successor to the vacant throne to take an oath that
he would maintain the constitution of the kingdom
whole and inviolate, and would govern in conformity therewith. Up to the year 1859 the Hawalian
islands were governed by an absolute monarch and
upon strictly feudal principles. In that year the
efforts of the American missionaries, who had
country, worked so far on the matriotic King, Kamehameha III, as to induce him to sign a Bill of
Rights, and the following year to grant a constitution, by which absolute rule was yielded up and
irresponsible power exchanged for government by
the three estates of king, nobles and people. In
1850 the King, influenced by his British friends,
recommended a new constitution less democratic
in its features. It was perfected in 1852 and
signed by the King, who died two years afterward.
At a later period Mr. Wyllie, a Scotch gentleman connected with the government, corresponded
with Sir John Bowring concerning further alteration of the first of the seasoning the clause
was retained. Article 12 of the Declaration pronounced that "No person who imports a slave or
slaves into the King's deminions shall ever enjoy
any civil or political rights in this realm." Article
19 prescribed, "All elections of the people shall be
up ballot," and article 12 of the Declaration pronounc

upon her accession to the throne the islands would virtually have been ours—virtually in American interests.

Upon the accession of King Kamehameha the Fifth he was in ill health, but under the care of British physicians he grew corpulent and healthy. He was forty-one years of age, unmarried and childless. He had decided antipathles to all Americans. Years ago, while he was travelling through the United States with Dr. Judd, and while ascending the Connecticut River on a steamboat, he sat unassumingly down to the supper table, with a princely condescension before utterly unknown. He was clothed in citizen's attire, and had only his brown face as a distinguishing mark. Through the inadvertency of Dr. Judd he was not made known to the passengers or officers of the boat. So a very democratic native of the Green Isle, a waiter at the table, unceremoniously informed the royal stranger that "no nagurs were allowed to eat with the white folks at that table." The matter was explained, yet Prince Lot, afterwards Kamehameha V., never lorgave the fancied insuit.

SHIPPING NEWS.

WHITESTONE TELEGRAPH.

The New York Herald has constructed a telegraph line from New York city to Whitestone, LI, and the same is now open for the transaction of business. This line will be found of great service to those having business with vessels passing to and from the Sound, and every facility will be given to merchants and others to communicate promptly.

communicate promptly.

As there is no other telegraphic communication with Whitestone, the Herald Line will be open for all business and private messages, and the same attended to with all possible despatch.

All messages must be prepaid.

The following rates have been established:—

Private messages.

Private messages, twenty-five cents for ten words or less, two cents for every additional word.

Business messages—For a message of twenty words or less, to be delivered on board vesels off Whitestone, one dollar; five cents for every additional word.

Advertisements for New York Herald free.

Herald Office, corner Broadway and Ann street, Herald Ship News Office, pier No I East River. Herald Branch Office, No 1265 Broadway. Whitestone Dock, Whitestone, LI.

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF DECEMBER AND JANUARY.

Steamers.	Said	Destination.	Office.
St Laurent	Dec. 2 Dec. 2 Dec. 2 Dec. 2 Dec. 2 Jan.	8. Liverpool. 8. Liverpool. 8. Glasgow 8. Bremen. 8. Havre 1. Liverpool.	15 Broadway 68 Broadway 15 Broadway 19 Broadway 19 Broadway 29 Broadway 20 Broadway 61 Broadway 15 Broadway 15 Broadway 19 Broadway 19 Broadway 19 Broadway 10 Broadway 17 Bowling Greet 68 Broadway 7 Bowling Greet 2 Bowling Greet 2 Bowling Greet
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PORT OF NEW YORK, DEC. 25, 1872.

CLEARED.

Bark Piscata qua (Br), Scott, Liverpool-J P Whitney &

REPORTED BY THE HERALD STRAM YACHTS AND HERALD WHITENTONE TELEGRAPH LINE.

Steamship Wisconsin (Br), Freeman, Liverpool Dec 11 and Queenstown Lith, with 1 Nees and 9 Assembers to Wil-

Beamship Brumen (MG), Ladewige, from Bremeh, with miles and passengers to Celriche & Co. Ricamship Glamorgan (BC), Laybourne, Cardiff Dec 2, vita St. John, MF, 1864, with miles and to passengers to Archibald, Baxier & Co. Had strong westerly gales and high seas the entire passence; put into St. Johns for a sapply of coal.

Steamship Magnetta, Palmer, Bermuda Dec 21, with mass and passengers to W H Webb.

Steamship Southern (Sr), Robinson, Sydney, CB, 16 days, via Relifars S days, its ballast, to Hewlett a formance. Had strong westerly gales. Steamship San Jacinto. Hazard, Savannah Dec 21, with mass and passengers, to W E Garrison.

Steamship Ragara, Read, Richmond, City Point and Norfolk, with mass and passengers to the Old Dominion Steamship Old Dominion, Rourne, Richmond, Oity Point and Revolution with mass and passengers to the Old Dominion Steamship Co.

Steamsan Old Deminion, Bourne, Richmond, City Pointand Restolk, with mide and passengers to the old Dominion Steamship Ca.

Ship Alexander Marshall, Gardner, Liverpool 88 daya, with mides and 28 passengers, to C H Marshall & Co. Took the northern passage and had strong westerly gales throughout; has been If days W of the Banks; Nov 18 hat 37 M, 100 30 W, experienced a severe hurricane at 5 PM; shipped a beary sae fore and aft, which flooded decks. D'M shipped another heavy see, stove bulwarks, split waterway and washed overything movable off decks and started the vessel leaking badly; was obliged to keep the pumps constantly going; Nov 23, lat 43 M 100 M, and another severe gale, with a fearful sea; during the height of the gale Arbur Woodhaus, passenger, was washed overhoard and drowned; same day passed burk Noah waterlogged and abandoned; Nov 25, lat 43 40, lon 32 M, passed the wreck of another vessel waterlogged and abandoned; how 25, lat 43 40, lon 32 M, passed the wreck of sonther vessel waterlogged and abandoned, lumber laden and mizeumast gone; had the name McLeod on her stern.

Bark Bounding Billow (of Boston), Reynolds, Allcante, Oct 15, via Malaga, 45 days, with fruit to A Hardy & Co. Passed Gibraitar Nov 15; maid the middle passage, and had strong westerly gales throughout; has been 12 days west of the Banks.

Bark Goethe (NG). Steenken, Bremen 44 days' with

Bark Bounding Billow (of Boston), Reynolds, Alleante, Oct 15, via Malaga, 45 days, with fruit to A Hardy & Co. Passed Gibraitar Nov 18; made the middle passage, and had strong westerly gales throughout; has been 12 days west of the Banks.

Bark Goethe (16), Beenken, Bremen 46 days with middle to C. Luling & Co. Took the southern passage and had also to C. Luling & Co. Took the southern passage and had the control of the co

Passed Through Hell Gate. BOUND SOUTH.

Steamship Franconia, Bragg, Portland for New York, with mase and bassengers, to J. F. Amex.

Steamship Wilmington, Brown, 13 hours from Providence, in ballast, to W. P. Clyde & Ox.

Bark Smyrnlote, Mackey, Boston for New York, in ballast, to order.

Brig Daylight (new), New Haven for New York, in ballast, to order.

Brig Daylight (new), New Haven for New York, with stone to P. I Nevius & Son.

Schr Rival, Lawrence, Machias for New York, with lumber to Holyoke & Co.

Schr Franklin Randolph, Steelman, Providence for New York,

Schr S.J Smith, Hawley, Stonington for New York, with stone to order.

Schr S J Smith, Hawley, stoning to the stone to order.
Schr Ravena, Carr, Providence for New York.
Schr Angeroria, Gordon, Fall River for New York.
Schr F F Tasker, Johnson, New Haven for Philadelphia.
Schr Island City, Allen, Gloucester for New York, with Schr John.

Schr Island City, Allen, Gloucester for New York.
Schr Hattie Perry, Chase, New Bedford for New York.
Schr Hattie Perry, Chase, New Bedford for New York.
Steamer Doris, Young, Providence for New York, with mose and passengers.

BOUND EAST.

Moore, New York for Boston.

Steamship Ashland, Moore, New York for Boston.
Schr J S Bragdon, Snow, Philadelphia for Boston.
Schr G R Wentworth, Collins, New York for Calais.
Schr Katie Mitchell, Bailey, New York for Boston.
Schr Katie Mitchell, Bailey, New York for Boston.
Schr Orgon, Wilson, New York for Providence.
Schr Mary A Predmore, Hart, New York for Prov. schr Ney, Chase, New York for Fall River.

Bark Lord Baltimore (of Bermuda), Huxford, from Rio Janeiro Nov 6, with coffee to Pendergast Bros & Co. Brig Linus (of Caernarvon), Morris, from Rie Janeiro Oct 13, with coffee to master. Brig Dirigo, from —— (by pilot boat Washington, No 22). SAILED.

Steamships Abyssinia, Canada, and Manhattan, for Liverpool; City of Galveston, Havana and New Orleans; brig Eastern Star, Georgetown, Dem. Wind at sunset NE, fresn.

Marine Disasters.

STEAMENT GREMANY (Br), from Liverpool for Havata and New Orleans via Corunna, before reported in the news columns wrecked at the mouth of the Event Gironde, was an iron salp of 3550 tons, built at Stockton, E in the very 1856 classed Al. and was consed but.

Bark Carrisco (Br), Wood, from Hong Kong via Port and, 0, put back to H K Nov 5, in distress, of what ne ure not stated. BRIG HALIFAX, of and for Halifax from Ragged Island, 19 days out, with a cargo of sait, arrived at Bermuda 13th inst in distress—leaking, loss of sails and hull, rigging,

MAST,
SCHE MARY STRELE, Higgins, from Deal's Island for Boston, but into Norfolk 23d inst, leaking, and with loss of ton, put into mainosom.

Schr Tanguer (of Boston), Salisbury, from Calais for Providence, at Vineyard Hawen 24th, reports:—Dec 20, in a southeast gale and thick snow storm, was soliged to throw overboard a portion of deck load of shingles and

arrived in Belaware Bay); also 75 miles east of Hog Island, passed the deck of a wrecked vessel.

Scur Agerto—The Bermuda Gazette, of Dec 3, says:—
Capt Smith, of the late schr Arctic, with his officers and crew, consisting of 7 persons, landed in his ship's boat near the lighthouse at about 5 PM on Saturday last. We learn that the Arctic left Batitimore on the 18th ut, with a cargo of soft coal, bound to Martinique. On the 26th she experienced a heavy gale of wind, which caused her to spring aleak; on the 28th, finding it impossible to save the vessel, having 8 feet of water in her hold, she was abandoned at 9 AM, in lat 32 30, lon 67. The water was fush with the A's deck as the crew left. It was fortunate for Capt 8 and his crew that the heavy rain of Friday and Saturday had the effect of beating down the heavy sea that was running, otherwise their chances in so small a boat would have been few. Capt Smith and his crew have been thrown on our shores in a perfectly destitute condition. [The Arctic was 194 tons, rated A3, built at Fairfield, Ct, in 1800, and owned in Baltimore.]

Pairfield, Ct, in 1890, and owned in Baltimore.]

Branker Island Horns ran on a rock at Nantucket Bar on Saturday last, staving a hole in her bottom. She started for New Badford Monday, to go on the railway, but owing to the roughness of the weather and her leaking so badly she was obliged to stop at World's Hole.

Vikkyrand Haven, Dec 23—Brig Athalaska came off the marine railway to-day and commenced reloading.

Schr Clara Jane hauled on the railway to-day; was found to have sustained but little damage, and will need but slight repairs, except recalking.

Miscellamooms.

We are under obligations to Mr J B Packard, purser of the steamship Magnolia, from Bermuda, for his atten-

from Savannah, has our thanks for courtesies.

BARK EPHRAIN WILLIAMS, of Rockland, has been almost built anew above the floor timber heads, at Rockland recently, and the yeased has received an Al rate for seven years. The E W is owned by the Dix Island Granite Company, and will be commanded by Captain Samuel L Keen.

Keen.

Sone Earl P Mason (of Providence), Harding, has been chartered, and sailed from Providence for Wood's Hole, to load guano for Savannah at \$1 75 per fon thence to Chisholm's Landing, SC, to load phosphate for New York at \$4 50 per ton.

SLOOF JAMES FRANKLIN, 30.31 tons, owned by Capt Septimus Brown and Jonas Higbee, of Northport, LI, was sold Dee 18 to Wm T Dennis and Wm E Reynolds, of Norwalk, for \$800.

for \$800.

The sails, rigging, chains and anchors of the wrecked schr William H Tiers, now lying on the rocks at the east side of Point Judith, were sold at auction on Monday, in a lump, and was bid off by Mr Amos Mitchell, of Hock Island, for \$830. Notice to Mariners.

Notice to marriners.

Notice is given that the Bowditch Beacon, Salem Harbor, Mass, has been robulit.

The beacon is a pyramidal structure of granite, surmounted by a mast and cage, painted black.

The length of the sides at the base is 16 feet and the top 7 feet. The height for the cage 38 feet, to the top of the cage 45 feet, and to the top of the cage 45 feet, and to the top of the mast 47 feet, which is the total height from low water mark.

The mast is 25 feet long. It is set into the masonry 8 feet, and is 12 inches in diameter at the top of the upper course. The cage is of wood, 5 feet 5 inches square and 7 feet

high.
The mast shows 2 feet above the top of the cage.
By order of the Lighthouse Board.
Treasury Department, office Lighthouse Board, Washington, D. C., Dec 15, 1372. ington, D. C., Dec 15, 1872.

Masters of vessels should be careful in going up or down Providence Biver, for the two buoys on Long Bed, which were reset on the 21st inst, are out of place—the upper one about 300 yards and the lower one about a sixteenth of a mile southwest of their proper places.

Whalemen. Cleared at San Francisco 16th inst, bark Tamerlane,

Boston.

Boston.

Boston.

Boston.

Creighton, Fhiladelphia.

Hone Kond. Nov S-Put back, bark Cariboo (Br).

Wood, for Fortland, O, in distress.

Bailed Oct 23, brig Banawasks, Fowle, Singapore: 50th, ship Annesley (Rf), Feares, New York; barks Sami D Carlton, Freeman, do: Sist, Leiso (Br), Vowell, Ban Francisco; Nov 3, ships Caribks (Br), Glover, do: Oartvale (Br), Taylor, do: bare transind, Fatten, Fortland, O; Ith, ships Old Dominion, Norse, Singapore; bark Fel; Kendelssohn (NG), Barber, Fortland, O; Bits, ship Flying Eagle, Lewis, Manilla.

Cleared Nov 9, ship Patrician (Br), Williams, San Francisco.

Francisco.

In port Nov 12, ships Midnight, Kendrick, and Early Morn (Br.), Fursman, for New York: Enoch Train, Thompson, and Gamecock, Sherburne, unc; James B Bell, Chandler, do; bark Per Ardus (Br.), McKay, for New York; Kedar, Love, unc.

Chartered at do, ship Adelina (Br.), Cainea, for San Francisco; bark Constantine (Br.), from Manila for New NILA. Oct 28-Sailed, schr Legal Tender, Percival Endeavor, Warland, for do; Formosa, Allen, for Fernandouco via Hollo.

Milk River, Ja. Dec 1—In port brig Rapid (Br); Lawion, for New York, idg.
Shanghar, Nov 1—Salled, barks B A Oliver (Br), Gale, New York; 6th, Fanny Breslaur (Br), Gfay, do; 7th, Morro Castle, Jawett, do.
In port Nov 10, ships Mary Whitridge, Cutler, for New York, idg; Sarah Nicholson (Br), for do, do.
St. Johns, NF, Nov 25—Arrived, brigs T H Hawiland (Br), Boutin, New York; 27th, A M B (Br), Beliontain, do; 30th, Mary Olivia (Br), Gow, do.
WHAMPOA, Nov 12—In port bark Witch, Bursley, from Hong Kong, to load for New York;
YOKOHARA, NOV 18—Arrived, schr South Sea (Haw), McNillie, San Francisco; 16th, ship Magnet, Crosby, London.

American Ports. Baltimore.
Cleared—Steamer McClellan, Howes, Baltimore; Aires,
Wheldon, Philadelphia; Neptune, Baker, New York; ship
John Bunyan, Glimore, New Orleans; bark Yuca (Br),
Clark, Liverpool; schrs Lucy Holmes, Eidridge, Port au.
Prince; E B Conwell, Fagden, Hayti.
Ballod—Brig Tally 10.

Clark, Liverpool; sehrs Lucy Holmes, Eldridge, Port au Prince; E B Gonwell, Fagden, Hayti.

Ballod—Brig Taily Ho.

BALITHOME, Bee 24—Arrived, steamer Wm Kennedy, Foster, Hoston; bark Germania (NG), Evers, Philadelphia; brigs Kalervo (Russ), Olin, Dublin; Caprera Blanchard, Havana; Wave (Br., Fader, Demerara; schractive, Coomba, Portsmouth, NH; Barah L Shimmona, Colombi, Jacobsen, San Blaa; T W B White, Balimeona (Colombi, Jacobsen, San Blaa; T W B White, Balimeona, Colombi, Jacobsen, San Blaa; T W B White, Balimeona, Colombi, Jacobsen, Balimeona, Whitemere, Baston; Wm Jones, Jones, Fernandina; L M Warren, Pickering, New York; Below, of Smith's Point, brig Eiche (Br., from Demarara; schr J K Shaw, from New York. Cleared—Steamer Wm Kennedy, Foster, Boston via Noriolk; barks Jenny (Russ), Bjorkqvisi, Cork or Fallmouth for orders; schra A C Paige, Healey, Matanzas; Kale Rommel, Adams, St Thomas; John J Ward, Inman, Jersey City; E R Emerson, Snow, Boston.

B RIDGEFORT, Dec 24—Arrived, schr Phebe Elizabeth, Mapes, New York; Geo F Brown, Godney, Elizabethport; son, Bow., Boston.

BRIDGEPORT, Dec 24—Arrived, schr Phebe Elizabeth,
Mapes, New York; Geo F Brown, Gedney, Elizabethport;
Elaza, Bell, do.

CHABLESTON, Dec 21—Arrived. US revenue steamer
(not bark) Endesvor, Baltimore for New Orleans, put in
for coal; schr Jonas Smith, Hodgkinson, New York.

Cleared—Schr I. M. Lovell, Gage, New York via Nassau
River, Pla (and salied 22d). Gleared—Schra Held 22d).

22d—Below, bark Onward (Br), Bulward, Liverpool.

Sailed—Schra Bella Russell, Smith, Jacksonville; J D

Paige, Haley, Camden, NJ.

DANYERS, Dec 22—Arrived, schr W H Andrews, Avery. DANVERS, Dec 22—Arrived, Schr W H Andrews, Aves, Philadelphia.
GALVESTON, Dec 16—Arrived, bark Atalanta, Ricker, Havana; 17th, brig Alfredo (Sp), Maigla, do; 18th, schr Annie G Webber, Oide, Tuxpan.
Cleared 18th, steamship Minerva (Sp), Ribarel, Havana; bark Texas (NG), Stefens, Liverpool.
JACKSONVILLE, Dec 18—Cleared, schrs J C Thompson, Vansant, Philadelphia: Henry Allen, Tatem, Williams

on, Del.

LYNN, Mass, Dec 5—Arrived, schrs Lizzie D Small, lee, Port Johnson; 15th, Charter Oak, Poole, do; Anna-tyrick, Richards, Philadelphia; 17th, Lambert, do.

MOBILE, Dec 19—Arrived, schr O & Newins, Ruland, lew York.

Cleared—Bark Augusta (Sp), Martinez, Rotterdam.

30th—Arrived, schrs Veto, Henderson, East Barbor; schman Blew, Clark, Georgetown, DC.

Cleared—Ship Scioto (Br), Mitchell, Liverpool; bark C Rogers, Dickinson, Boston.

21st—Arrived, schr Manantico, Claypoole, Philadel-hia. phia.
Cleared—Bark Paramount, Wiswell, New Orleans; schr
Omaha, Wooster, Havana.
NORFOLK, Dec 23 — Arrived, schrs R E Pecker, Amsbury, Ragged Island; Mary A Ivins, Bodine, New York;
Lizzie Williams, Hooper, Camden, Mary Brewer, Sauders, Bockland; Mary Steele, Higgins, Deal's Island for
Boston Gee Disasters). Lizzie Williams, Hooper, Camden; Mary Brewer, Saunders, Rockiand; Mary Steele, Higgins, Deal's Island for Boston (see Disasters).

NEWBURYPORT, Dec 21—Sailed, schr Nadab, Cheney, Philadelphis.

NEW BEDFORD, Dec 24—Arrived, schr Samnel C Hart, Kelly, Philadelphia.

Sailed—Schra Hastings, Chase, New York; Right Away, Crosby, Baltimore.

NEWPORT, Dec 23, PM—Arrived, schrs R S Newcomb, Higgins, Providence for Virginia: Benj T Crocker, Harding, do for Norfolk; Henry A Paull, Strange, do for Baltimore; S S Tyler, Phelps, do for New York; H W Pierce, Pierce, Boston for Virginia.

Also bark Smyrniote. Mayo, Boston for New York; schrs Blackstone, Wickson, New York for Wareham; Ann Eliza, Daboll, Elizabethport fer Boston; L Standish, Wilder, South Amboy for Pembroke.

NAW YORk.

NEW LONDON, Dec 23—Arrived, schrs Lottie E Cook, Virginia for Norwich; Wm Riley, New York; D Sprague, de; O M Harria, do; C F Lawrence, do; Surge, do; Agnea, do for Providence.

NEW HAVEN, Dec 24—Arrived, schrs Fannie Hazzard, Coe, Elizabethport; Belle Seaman, Brown, do; Staright, Farnsworth, Calais; Robert Smith, Garvey, Port Johnson; Ann Amella, Smith, New York.

PENSACOLA, Dec 29—Arrived, bark Flora (Br), England, London.

Cheared—Bark Clenfuegos, Norgave, Havana.

Hat—Arrived, ship Transit (Br), Dixon, and Nile (Br) land, London.
Oleared—Bark Clenfuegos, Norgrave, Havana.
11st—Arrived, ship Transit (Br), Dixon, and Nile (Br)
Rawle, Bristo: barks Napoleon III (Nor), Normann, and
Otiway (Br), Lamen, London.
PHILADELPHIA, Dec 24—Arrived, schrs John S Ingraham, Packer, Savannah: Sarah A Hammond, Allen,
standard standard Lava Lucrett (Form Liverpool.

Schofeld, Hamburg.

City ice boat No 1 came up at 7 PM 23d, having assisted the steamship Potomec through from Marcus' Hook. Shewent down again morning 24th to open the channel in the Schuylkill. Reports but little ice in the Horseshoe. Between Billingsport and League Island the ice is heavy. Lawrs, Del, Dec 24—Went to see on Sunday, bark Northumbrias.

Arrived last evening, brig E A Bernard, for Philadelphia. Brig Annie Ingram, for Philadelphia, and about 30 out-DATE OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROVIDENCE, Dec 24—Arrived, schrs Hannah Jane, Webb, Rappahannock River; Avail, Smith, Port John-PROVIDENCE, Bee 28—ATTIVEG, EETE HABBAR JABE,
Webb, Rappshannock River; Avail, Smith, Port Johnson.
Sailed—Schrs Wm Thompson, Robbins, Virginia; Earl
P Mason, Nickerson, Wood's Hole, to load for Navannah.
RICHMOND, Bee 25—ATTIVEG, steamship Isaac Beil,
Blakeman, New York.
Sailed—Brig Mary Miller, for Rio Grande do Sul.
SAVANNAH, Dec 25—ATTIVEG, steamship Huntsville,
Crowell, New York.
BOUTH YARK JUCH, Mass, Bee 25—ATTIVEG, Schr Modesty, We ARK OUTH, Mass, Bee 25—ATTIVEG, Schr Irvine,
VIEYAD, HAYK, Juce 25—ATTIVEG, Schr Irvine,
VIEYAD, HAYK, J

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DYSPEPTIC CONSUMPTION.—BY DR. J. H. SCHENCK.—When Bronchial Consumption is compile cated with hepatic disease (an occurrance by no means uncommon) it forms what is termed Dyspeptic Consumption. In this form of the disease we have, in addition to the ordinary phenomena of brouchial disease, various symptoms indicative of hepatic disorders, such as tenderness and tension of the right side, irregularity of the bowels, with unnatural stools, a sallow hue of the face, a narrowness of the whites of the eyes, flatulency, indigestion, with variable appetite, increased difficulty of breathing, and cough after eating hearty meals; furred and brown tongue, foul breath, nauses and sometimes vomiting. In some instances of this form of the disease no symptoms indicative of pulmonic affection occur in the commencement of the malady, the only manifestations of disease being such as are usually present in liver complaints generally. A dull pain or tenderness in the right side, with increased uneasiness on tying on the left ade, irregularity of the bowels, foul tongue and depression of the spirits, are in such cases the first symptoms complained of by the patient. The first warnings of the disease in the bronchial membrane are slight. There is a slight cough, unattended with pain. By degrees the cough plains of weight and tightness across the chest. The bronchial affection now advanced that a copious purulent expectoration and the usual symptoms of hectic are fully established, which continues to increase until death ensures. SCHENCK'S PULMONIC SYRUP, SEA-WEED TONIC and MANDRAKE PILLS. These are the only medicines that will cure Consumption. Dr. SCHENCK has been in constant practice over thirty years, continually examining lungs, and knows his medicines, if properly taken, will cure Consumption. His MANDRAKE PILLS cleanse the liver and stomach; his SEA-WEED TONIO dissolves the food, stimulates the conting of the stomach and aids digestion; his PLLMONIC STRUP ripens the matter, and nature throws it off without any exertion. Propaced and for sale by J. H. SCHENCK & SON, northeast corner sixth and Arch streets, Philadelphia, and by druggials and dealers generally.

JOHN P. HENRY, No. 8 College place, New York, wholesale agent.

esale agent. [To be continued.] P. S.—Dr. SCHENCK will be professionally at his come, 3 Bond street, on Tugeday, December 31.